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Diag. Cht. No. 5101-2

Department of Commerce and Labor
COAST AND GEODETIC SURVEY

J. C. Mendenhall
Superintendent.

State: *Calif.*

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DESCRIPTIVE REPORT.

Hyd. Sheet No. *2185*

LOCALITY:

San Diego Bay

1893-4
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CHIEF OF PARTY:

J. F. Maser

2185



*Descriptive Report of
Hydrographic Work at entrance to*

SAN DIEGO BAY

*and other localities on the S.W.
California Coast.*

1893-4

Hyd. Sheet 2155

Write me at: _____

FEB. 19. 1894. 002208

Telegraph me at: _____

My Express Office is: _____

U. S. Coast and Geodetic Survey,

Oakland, Cal.

St. "McArthur,"

Feb. 13th, 1894.

2-547

Dr J. Mendenhall,
Superintendent U. S. and G. Survey,
Washington, D. C.

Sir,

I respectfully submit the following report upon the work performed by this party under your instructions dated Nov. 8th, 1893, and the detailed instructions of the Hydrographic Inspector, dated Nov. 10th, 1893.

I went to San Pedro between trials of the "Olympia", arriving there Dec. 1st, 1893. The Superintendent of the work there, under the Army Engineers kindly gave us his sounding sheet of work done by him, about Nov. 22nd, '93, of which we made a tracing which is forwarded to your Office. The soundings are reduced to mean low water. The work does not cover the 10 ft. and 12 foot spots shown on the

2.

L. & G. Survey chart in the channel above Deadman's Island, but the Superintendent informed me that they have disappeared, and I found no sign of them in going in and out twice. I had no signals however by which to 'locate' soundings accurately.

The channel over the bar runs very close to the end of the eastern jetty, and has about $13\frac{3}{4}$ feet at low water. They were plowing the bar, at the time we left, during the strength of the ebb current, but I do not know the result.

It will be seen that the bar has been pushed farther out, but it is doubtful whether there will be much increase in depth without a continual lengthening of the jetties.

The strongest ebb current, observed by us, at the spring tides, was about 1 knot, the flood about $\frac{3}{4}$ knot. This was in the harbor abreast the town.

Good coal, at San Pedro is about \$9⁰⁰, and supply large. Water not very good but supply unlimited, - $\frac{1}{2}$ cent gal. There is a large supply of lumber.

I located Port Los Angeles new

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railroad wharf, as well, as I, could with the topography shown on the chart. It is, a very large and substantially built wharf with R. R. Station, telegraph office, and custom house with a deputy collector; also very extensive coal bunkers which were just completed. There is, about 30 feet of water at the end of the wharf at low water.

The R. R. Agent told me that the name Port Los Angeles covers nothing but the wharf. No houses, or other buildings have been erected on shore in the vicinity except the locomotive round house.

The name is recognized officially because it has been made a port of entry.

The old wharf at Santa Monica has been destroyed until it extends but little beyond low water.

Port Ballona.

Port Ballona exists in name only. There are only a few scattering houses in the vicinity. The deputy collector at San Pedro told me that Port Ballona was originally intended, as a terminus for the Santa Fe Railroad, but has been

abandoned for Redondo Beach, and the tracks to Port Ballona torn up.

Redondo Beach.

I located the wharf at Redondo Beach roughly in passing. A tracing showing its position will be sent. Redondo Beach is an extensive and popular resort and the terminus of the Santa Fe Railroad, and the Los Angeles + Redondo Beach R.R.

Point Ineneme.

At a point 0.4 of a knot (by patent log) east from Point Ineneme Light there is a wharf built out to deep water, and I judge from appearances in passing that there is a town of considerable size there. I am informed that large shipments of grain are made from there.

I noticed no other important changes along the coast.

I think the name Cosco for the cove just east of Point Conception in the Santa Barbara Channel should be changed to Cojo (pronounced Coho) on the charts. The adjacent ranch from which the Cove is supposed to

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have derived its name, is, an old one, has always been called Cojo Ranch, appears so on the county & other published maps, and the anchorage is known by no other name than Cojo among the natives.

San Diego.

After the completion of the trial of the "Olympic" I proceeded to San Diego to make the examinations there in accordance with your instructions, arriving there December, 1893.

I found no difficulty in finding all the Δ we looked for except Δ Fisherman's Point. No extensive search was made for that, but I think the surface mark has been destroyed.

I erected a tide gauge at the wharf at La Playa Point, (Quarantine Station), to which we levelled from the old U.S. Bench Mark which was found undisturbed, apparently, though the top of the stone is considerably out of level.

Another tide gauge was erected at Ballast Point, compared by simultaneous high and low water readings with that at La Playa Point, and used for the reduction of all

our soundings.

Both gauges were left standing. Hydrographic work was commenced on Dec. 28th 1893, and continued during favorable weather until Jan. 7th 94.

When I got ready to look for New Hope Rock Capt. A. J. Dill, the chief pilot of San Diego, kindly came on board, and put us on it, so that I had no difficulty in locating the shoalest water the next day.

It is nearly a mile further south and considerably farther off shore than the supposed position furnished from the Office.

Capt. Dill says this is the rock the "New Hope" struck on, and he knows of no other dangerous rocks in the vicinity except close in shore, out of the track of vessels. I inquired of all the pilots, and through them of the old fishermen, and could learn of no other rocks.

No one had any knowledge of a rock S.W. of the Point Lorna Light house near the position given of "A dangerous rock reported by the Army Engineers", nor could I find any indication

of it except by one sounding which I think I proved to be false by about three hours' work around its position.

The pilots claim that there is 22 feet of water on the bar and my work shows about that depth, but only in one spot the ranges for which are known only to the pilots and would not be recognizable to strangers. On one line I struck Zuninga Shoal where the old survey gives good water, so I judge the shoal has moved a little to the Northward.

The Assistant in charge for the Army Engineers, and the men under him said they had no knowledge of such a rock having been found or reported.

The Assistant said he helped locate such a rock in a similar position off Port Warford, and suggested that a mistake might have been made in transmitting the information to the U. S. Survey Office.

The preparation for building a jetty out from shore over Zuninga Shoal has been commenced, but nothing had been done except on the beach.

My work on the Middle Ground shows that the dredged channel has filled up and there is less

water than given on the chart, but the ridge is very narrow

Very respectfully
J. H. Cowley
Lieut. U. S. N.
Comd'g "The Albatross"

Forwarded
J. F. Moser. Lt Com'd'r, U. S. N.,
Hydrographic Inspector C. & G. Survey.